

Executive Registry

66-6288/2

STAT

12

*✓ card*  
Mr. W. S. McGilvray, Jr., Vice President  
Lockheed Aircraft International, Inc.  
510 West Sixth Street  
Los Angeles 14, California

Dear Mr. McGilvray:

Thank you for your letter of 20 July 1960 enclosing information about the LASA 60 utility aircraft.

I recall with pleasure having talked with Admiral Vosseller about this aircraft when we flew back to the USA together on Pan American last month.

The material on the LASA 60 has been read with great interest and I have passed it on to the appropriate members of my staff. It is entirely possible that we may want to know more about this project. In that case, we shall get in touch with your representative in Washington.

Sincerely,

Allen W. Dulles  
Director

STAT  
O/DCI/   bak 9 Aug 60  
Rewritten: DCI/AWD:blp 11 Aug 60  
Distribution:

Original - Addressee

- ✓ 1 - DCI
  - 1 - Assistant DD/Siw/basic
  - 1 - WE
  - 1 - ER
- Mc*

60-6288/a

12 AUG 1960

✓ card

Mr. W. S. McGilvray, Jr., Vice President  
Lockheed Aircraft International, Inc.  
510 West Sixth Street  
Los Angeles 14, California

Dear Mr. McGilvray:

Thank you for your letter of 20 July 1960 enclosing information about the LASA 60 utility aircraft.

I recall with pleasure having talked with Admiral Vosseller about this aircraft when we flew back to the USA together on Pan American last month.

The material on the LASA 60 has been read with great interest and I have passed it on to the appropriate members of my staff. It is entirely possible that we may want to know more about this project. In that case, we shall get in touch with your representative in Washington.

Sincerely,

SIGNED

Allen W. Dulles  
Director

STAT

O/DC:   bak 9 Aug 60  
Rewritten: DCI/AWD:blp 11 Aug 60  
Distribution:

Original - Addressee

1 - DCI

1 - Assistant DD/S w/basic

1 - WE

✓ 1 - ER

(EXECUTIVE REGISTRY FILE

60-6288/61

DD/S 60-3263

31 August 1960

2 SEP 1960

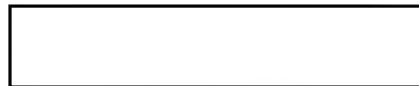
MEMORANDUM FOR: Director of Central Intelligence

SUBJECT : Lockheed LASA 60 Aircraft

1. The LASA 60 is considered by our civil aviation technicians to be a good, light aircraft. However, there is nothing unique or extraordinary about either its design or performance. It is a single-engine unpressurized utility plane very similar to several others in this field, such as the Cessna or Piper Comanche, that have a longer record of proven capabilities. As stated in the prospectus, this plane is being manufactured by Lockheed's Mexican subsidiary and perhaps its most attractive feature is its low price.

2. There does not appear at this time to be any use to which we could put this type of airplane.

STAT



H. Gates Lloyd  
Assistant Deputy Director  
(Support)

Attachment:

Ltr to Mr. Dulles fr Mr. McGilvray, Jr.,  
Vice-President, Lockheed Aircraft Inter-  
national, Inc., re LASA 60 utility aircraft,  
dtd July 20, 1960

cc: DDCI

**LOCKHEED AIRCRAFT INTERNATIONAL, INC.**

510 WEST SIXTH STREET, LOS ANGELES 14, CALIFORNIA

July 20, 1960

The Honorable Allen W. Dulles  
Director of Central Intelligence  
2430 E Street, Northwest  
Washington, D. C.

Sir:

Mr. A. B. Vosseller has requested that I send you information on the LASA 60 utility aircraft. It is my pleasure to enclose in duplicate some brief printed pages describing this airplane.

Under separate cover we are sending you two copies of the present specification.

Mr. Vosseller was kind enough to inform me of the substance of his conversations with you. In this light we are preparing a brief paper describing the LASA 60 program and Lockheed's interest in the three companies that will manufacture this aircraft, together with additional thinking that is going forward on additional companies which might engage in its manufacture.

I have asked representatives of our Washington office to insure that this material is delivered to you and to be available in the event you have any questions regarding the overall program of foreign manufacture. Our representatives in Washington are also familiar with the other activities which the International Corporation is carrying forward. They will be pleased to supply information regarding our other activities in the world, the objectives of our company in these programs, and our present plans for the timing of these and other projects.

We will welcome any further inquiries which you may care to make.

Sincerely yours,

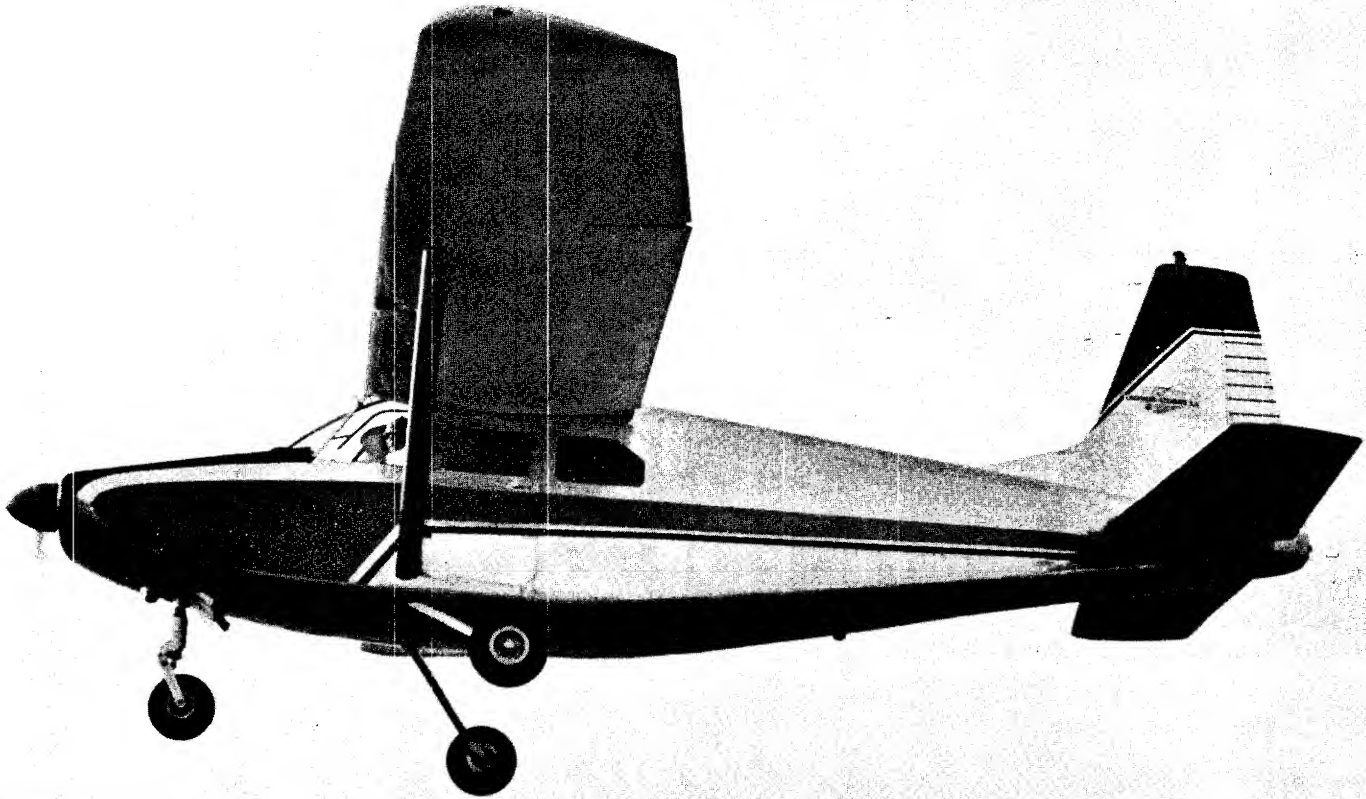
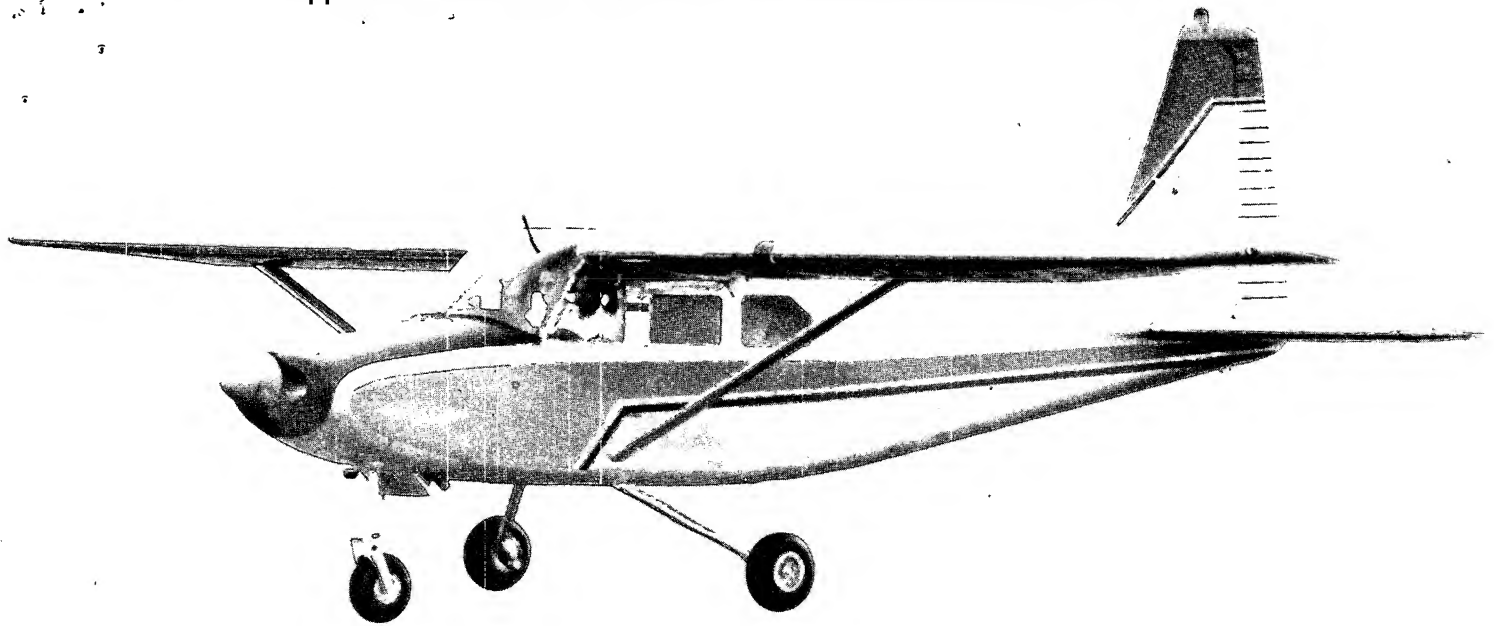
A handwritten signature in dark ink, appearing to read "W. S. McGilvray, Jr." with a stylized flourish at the end.

W. S. McGilvray, Jr.  
Vice President

STAT

Approved For Release 2002/07/29 : CIA-RDP80B01676R003600150011-7

Approved For Release 2002/07/29 : CIA-RDP80B01676R003600150011-7



# INTRODUCING THE LOCKHEED LASA 60

A New Heavy-Duty Single-Engine Utility Airplane

For more information write or call:  
GEORGE BARRETT  
Lockheed Aircraft International, Inc.  
510 West Sixth Street  
Los Angeles 14, California  
MAdison 3-7252

## GENERAL DESCRIPTION

The LASA 60 is a brand new airplane, designed by Lockheed, and is now in production on three continents. The new, single-engine craft also carries the official U.S. stamp of approval, with receipt of the Federal Aviation Agency type certificate in April, 1960.

The Model 60 fills the need for a sound, hard-working bush airplane capable of performing a variety of missions from short, rough landing strips and is particularly suited to operations in Latin America, Alaska and Canada. Combination of supercharged engine and a high-lift wing with large Fowler flaps permits operation from high-altitude, hot temperature airports with little or no load restriction.

Designed to meet the requirements of Lockheed-Azcarate S.A., the Mexican manufacturer, the Model 60 is the result of the combined efforts of two major Lockheed divisions and Lockheed Aircraft International. Original preliminary design work was undertaken by Lockheed's California Division in Burbank, California in 1958. The prototypes were built and the project was completed by a Georgia Division engineering/production team at Marietta under the direction of well-known light plane developers Al and Art Mooney.

**The LASA 60 is the only single-engine craft of new design that can carry up to 1500 pounds useful load — with provisions for six people. Alternatively, it can be used as a 1000-pound cargo carrier with two pilots, a two-patient aerial ambulance with attendant, or an agricultural sprayer or duster.**

The airplane is readily convertible from one configuration to another. Seat provisions for the passenger version may be stored and carried aboard while performing alternate missions.

In line with the airplane's utility/bush capabilities, it will be offered with floats or skis.

Production versions of the LASA 60 will be powered by a 260 horsepower Continental fuel injection, supercharged engine giving exceptional high altitude performance. First prototype has a 250 horsepower fuel injection Continental engine.

The Lockheed-Azcarate production model will fly at a top speed of 165 miles-per-hour at 10,000-foot altitude. The turbosupercharged engine also shows its advantages in the LASA 60's rate of climb and takeoff distances. Sea level rate of climb is 930 feet-per-minute, dropping only slightly to 800 feet-per-minute at 12,000 feet.

At normal takeoff weight of 3532 pounds, sea level takeoff distance over a 50-foot obstacle is 1045 feet; at 8000-foot altitudes, takeoff and clear 50 feet is only 1400 feet.

The 120 cubic-foot cabin of the new plane has stressed floor and tie-down fittings for concentrated cargo loads, and floor construction permits hosing out for ease of cleaning. The cabin is 11 feet 10 inches long and has four-foot three-inch headroom with four-foot width — permitting a 28-inch spacing between the three rows of passenger seats.





In addition to a regular passenger entrance door on the left side, an oversize door, four and one half feet wide and three and one half feet high, under the right wing permits easy loading and unloading of bulky cargo, litters, and agricultural equipment.

This rugged plane features a new type tricycle gear with main gear legs constructed from high strength steel tubes. Further landing energy absorption is provided by trailing arm suspension of the main gear legs which slant back 45 degrees from the fuselage attachment points and are individually pivoted on rubber-snubbed trunnion plates.

**Result is an extremely light-weight no-maintenance gear with excellent strength characteristics for hard landings and use on rough surface airstrips.**

Nose gear consists of a steerable wheel pivot-mounted on a swept-back fork, also snubbed by rubber discs.

Other design features include a wide-vision windshield extending overhead and well aft of the flight station for improved upward visibility; 20 square foot high-lift Fowler flaps with simple, manual control; seven-foot two-inch McCauley controllable-pitch propeller—which has 20-inch ground clearance for rough field operations.

In addition to manufacture in Mexico, the LASA 60 will be produced in Italy by the newly-formed Aeronautica Macchi-Lockheed partnership and in Argentina by Aviones Lockheed-Kaiser Argentina. FAA certificated production airplanes will be available for sale to North America customers in January, 1961.

# **LOCKHEED LASA 60**

## **GUARANTEED PERFORMANCE**

Takeoff Weight Normal . . . . .	3,532 lbs
Takeoff Weight Alternate CAR Part 8 . . . . .	3,752 lbs
Takeoff Distance over 50 ft/Sea Level . . . . .	1,045 ft
Takeoff Distance over 50 ft/7,000 ft . . . . .	1,350 ft
Rate of Climb/Sea Level . . . . .	930 ft/min
Rate of Climb/10,000 ft . . . . .	820 ft/min
Service Ceiling Standard Day . . . . .	23,100 ft
Maximum Speed/Sea Level . . . . .	150 mph
Maximum Speed/10,000 ft . . . . .	165 mph
Maximum Speed/15,000 ft . . . . .	167 mph
Range with Reserves . . . . .	550 mi
Landing Weight Normal . . . . .	3,232 lbs
Landing Distance from 50 ft . . . . .	1,045 ft
Stalling Speed . . . . .	53 mph

**NOTE:** Above data based on 260 HP TS-IO-470  
Turbosupercharged Continental Engine at  
3,532 lbs. TO Weight.

# LOCKHEED LASA 60

## SPECIFICATIONS

### CONSTRUCTION:

Single-engine, semi-monocoque of all metal construction with single strut high-wing and fixed tricycle landing gear

### DIMENSIONS:

#### Outside:

Wing Span . . . . .	39'4"
Wing Area . . . . .	210 sq ft
Flap Area . . . . .	40 sq ft
Aileron Area . . . . .	23.5 sq ft
Total Height . . . . .	10'8" (tail)
Height to Trailing Edge (Wing) . . . . .	6'7"
Airplane Length . . . . .	28'1"
Tread . . . . .	9'4"
Wheel Base . . . . .	6'9"
Propeller Diameter . . . . .	7'2"
Propeller Ground Clearance . . . . .	1'8"
Inside: Cabin Useful Volume . . . . .	120 cu ft
Cabin Length . . . . .	11'10" (Firewall to Aft Bulkhead)
Maximum Height—Cabin . . . . .	4'3"
Maximum Width—Cabin . . . . .	4'
Spacing—6 Seats . . . . .	2'4"
Cargo Door (Right Side) . . . . .	4'7½" W x 3'6" H (inside)
Passenger Door (Left Side) . . . . .	2'1½" W x 3'6" H (inside)

### CHARACTERISTICS:

Weight Empty . . . . .	2,024 lbs
Useful Load Normal . . . . .	1,508 lbs
Includes 60 gals fuel @ 6# . . . . .	— 360
Includes Pilot . . . . .	— 170
Includes trapped fuel, oil, etc. . . . .	— 28
Payload Normal . . . . .	— 950 lbs
Gross TO Weight Normal (CAR Part 3) . . . . .	3,532 lbs
Gross TO Weight CAR Part 8 (Alternative) . . . . .	3,752 lbs

### POWERPLANT AND PROPELLER:

#### Engine:

Continental TS-IO-470 Fuel Injection, Turbosupercharged —  
260 HP (100/130 oct.)

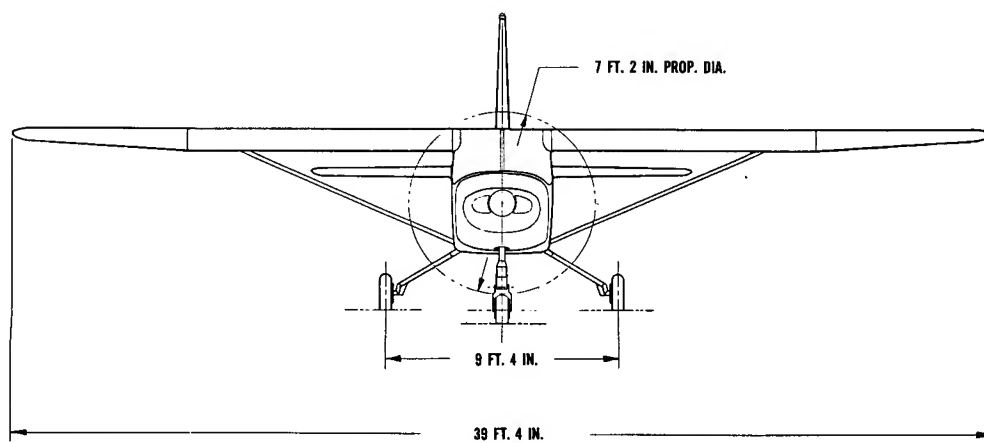
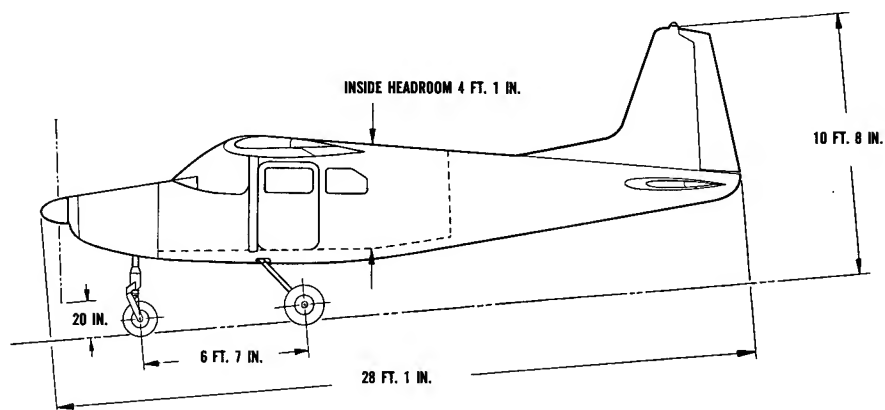
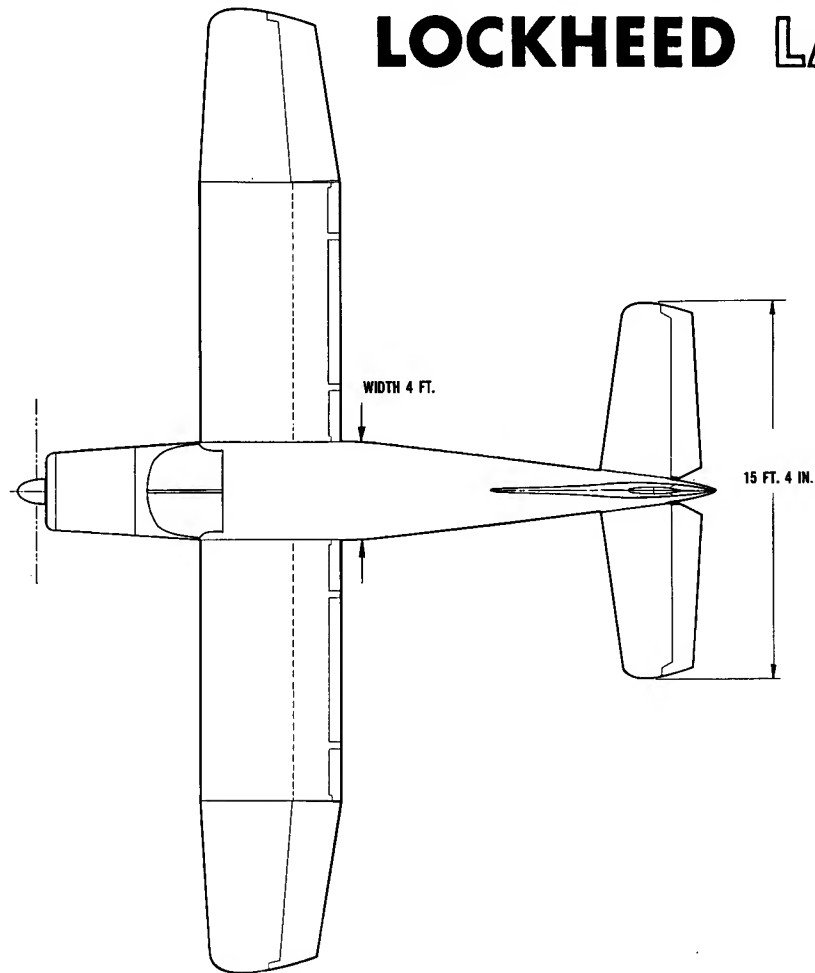
#### Alternative:

Continental IO-470 Fuel Injection —  
250 HP (91/96)  
260 HP (100/130)

#### Propeller:

McCaughey, controllable-pitch, all-metal

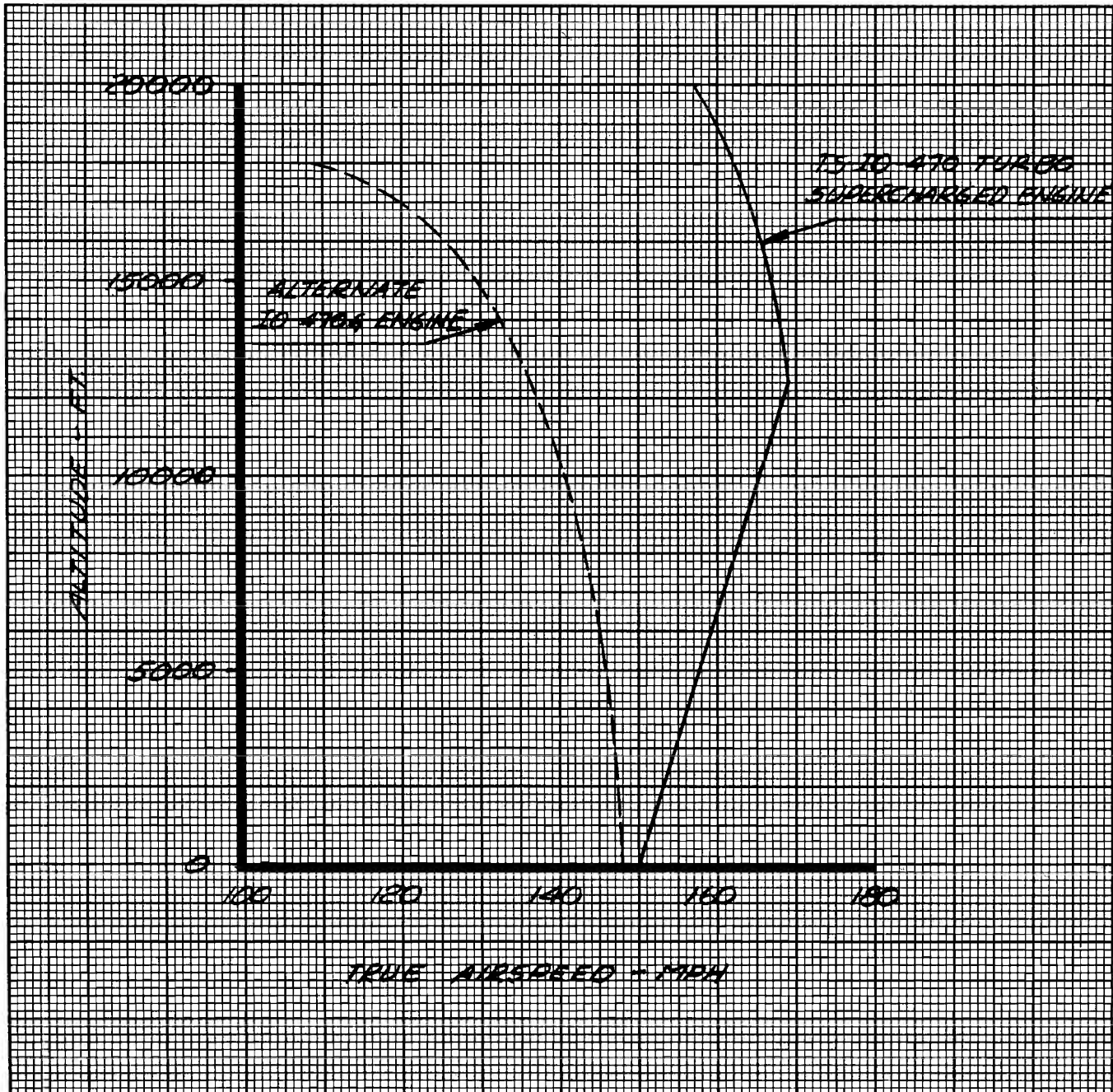
# LOCKHEED LASA 60



# LOCKHEED LASA 60

## GUARANTEED MAXIMUM SPEED

STANDARD ATMOSPHERE W=3532 LB.



# LOCKHEED LASA 60

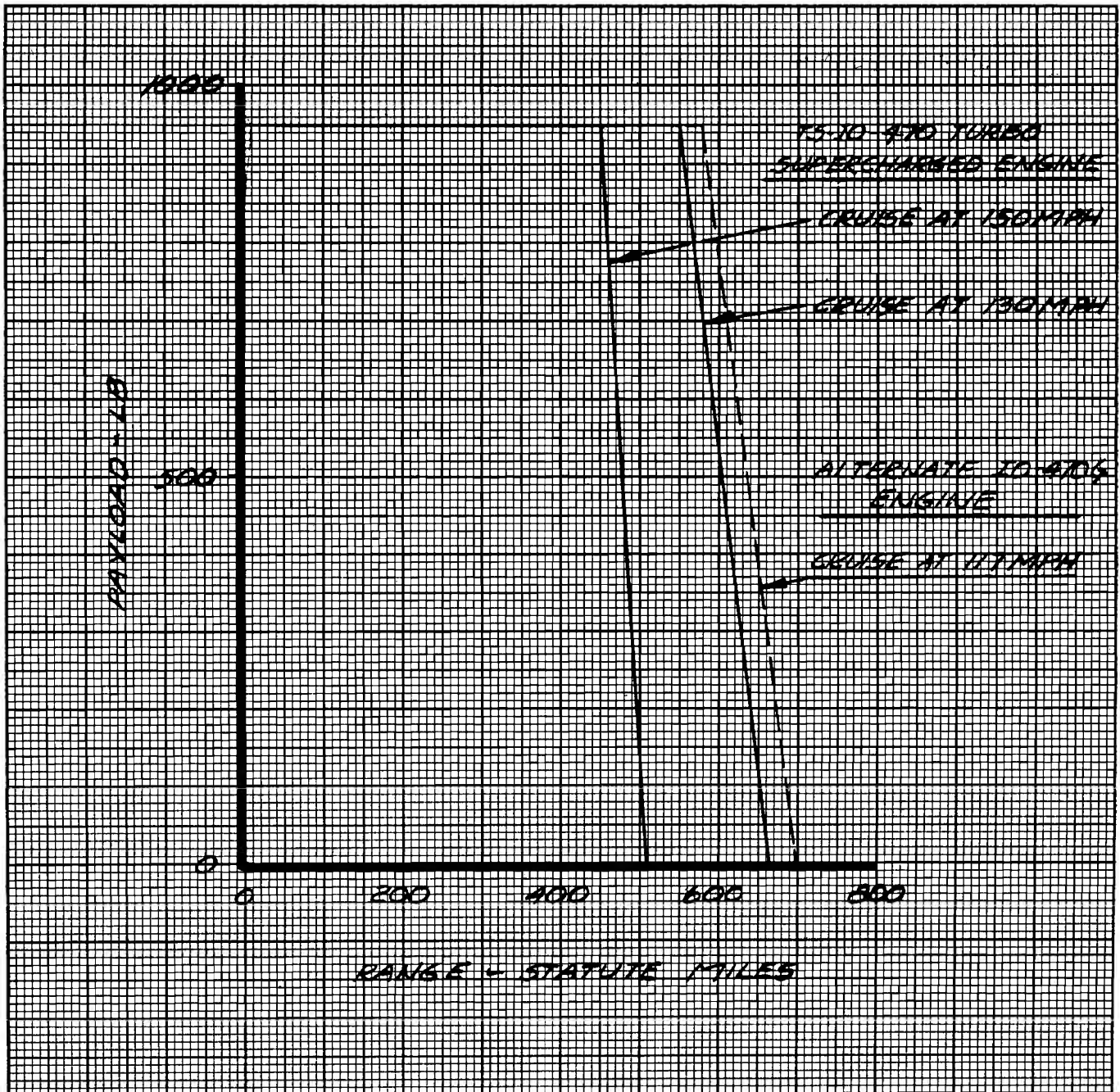
## PAYLOAD VS. RANGE

CRUISE AT 10,000-FT. ALTITUDE

STANDARD ATMOSPHERE

TAKEOFF WEIGHT = 3532 LB.

CONTINENTAL TS-10-470 ENGINE



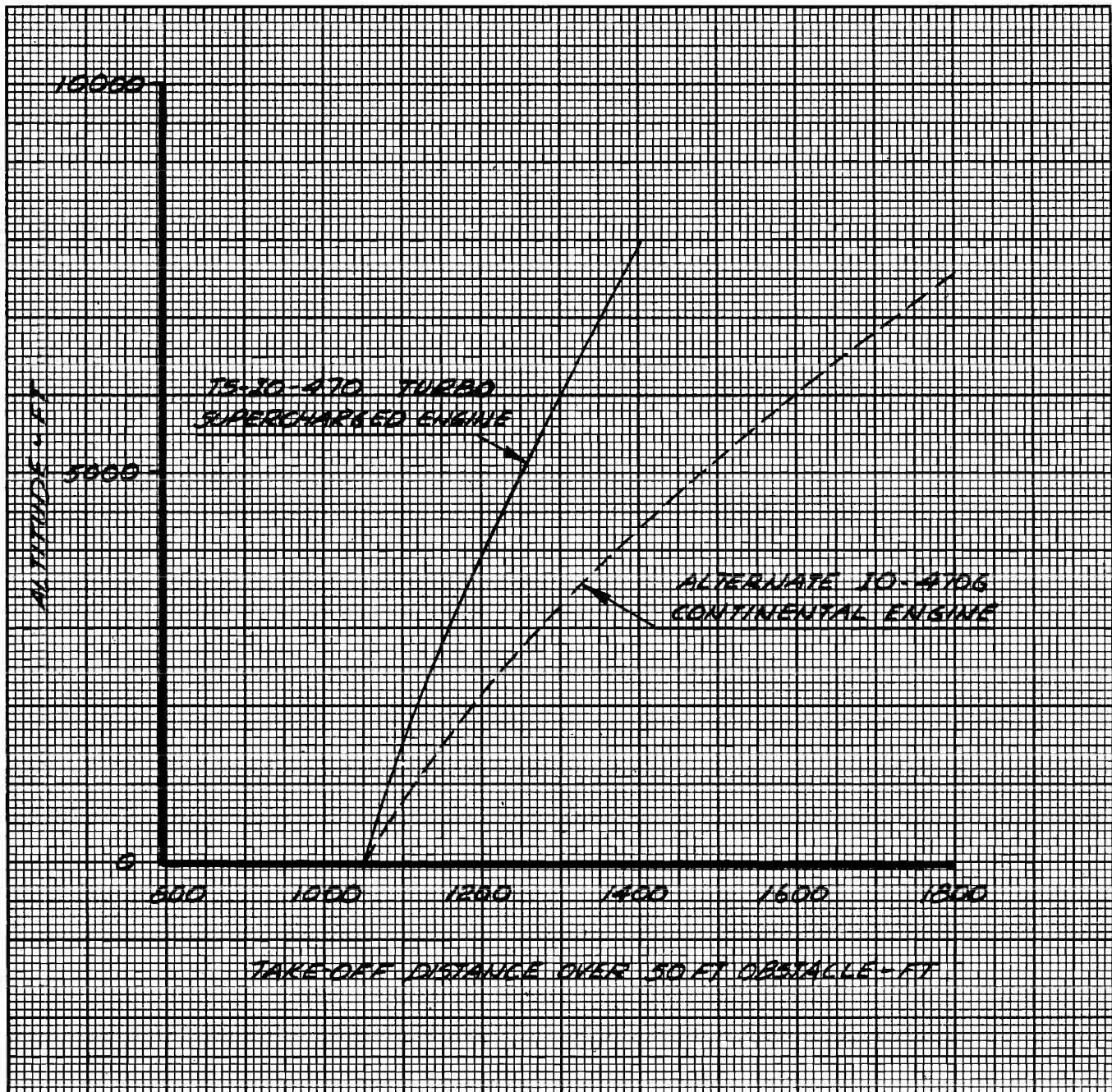


# LOCKHEED LASA 60

## GUARANTEED TAKEOFF DISTANCE

OVER 50-FT. OBSTACLE

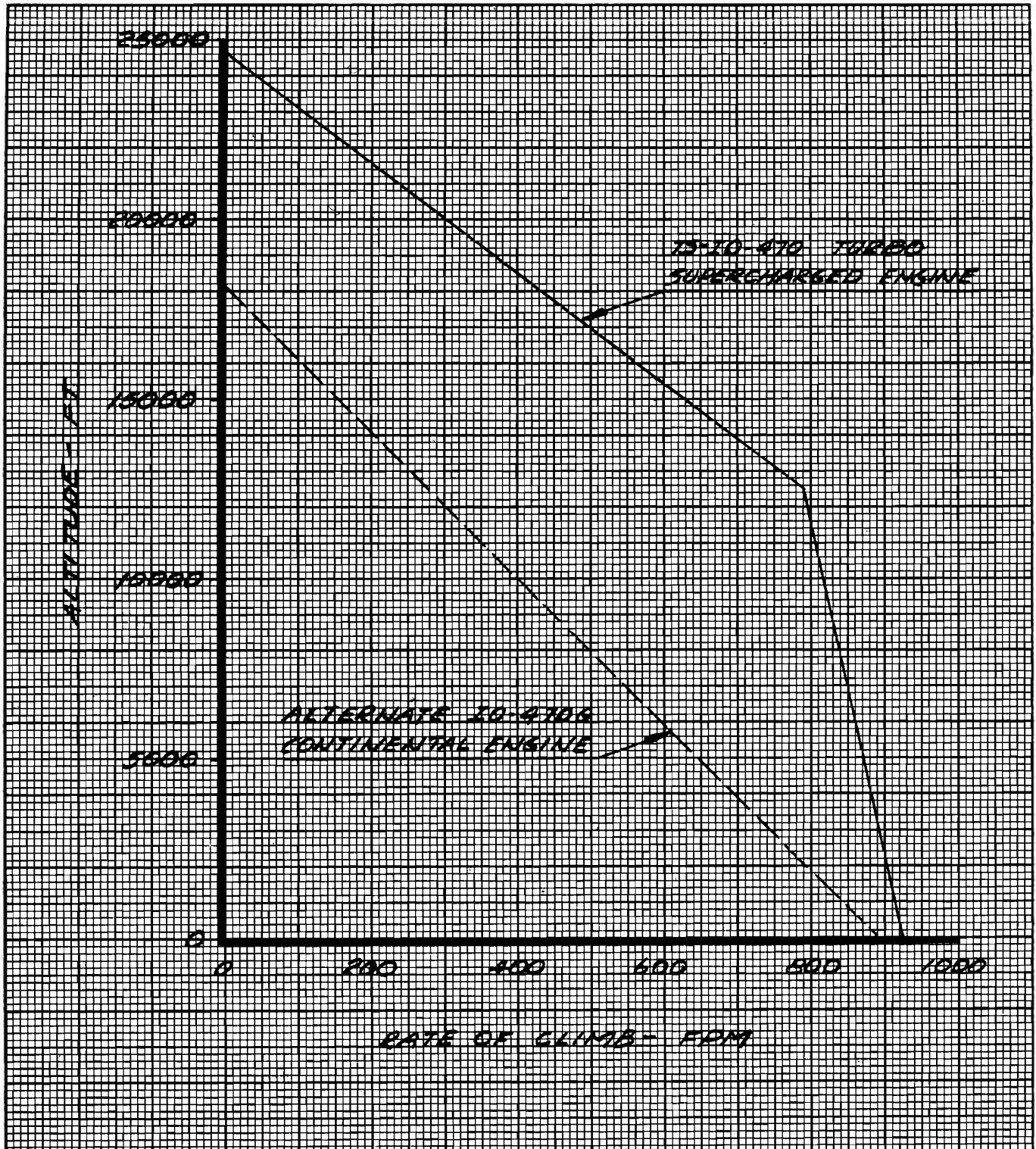
STANDARD ATMOSPHERE W=3532 LB.





# LOCKHEED LASA 60

GUARANTEED RATE OF CLIMB  
STANDARD ATMOSPHERE W=3532 LB.





**The Lockheed LASA Model 60 Utility Airplane is a hard-working, versatile vehicle suitable for efficient, profitable cargo/passenger operations.**

Contrary to the current trend in light airplanes, the Model 60 features very large cargo/passenger capacity (including six seats, a cargo door four and one-half feet wide, high strength floor), excellent visibility, simple easy-to-maintain systems, and a number of other features: **rough field landing gear; sealed cargo floor with no tunnels; large volume cabin, higher and wider than present airplanes; high capacity sliding cargo rings; very wide center of gravity range; large tail, wing, flap and aileron areas; engineered and stressed for ski/float operations; efficient fuel injection engine/controllable pitch propeller combination.**

A review of the photographs, airplane data and performance curves confirms the above features and provides further evidence that the Model 60 is being produced as a long-lived, economical airplane for use when high utility, dependable performance, and easy maintenance are paramount. With its engine options, the LASA 60 offers an outstanding performance spectrum and will operate profitably under extreme conditions.

This combination of abilities makes the Model 60 a superior workhorse airplane available at a competitive price.